

## Link21 Equity Advisory Council Meeting 2 Office Hours

March 21, 2023

### Office Hours Recap

#### Link21 Equity Advisory Council (EAC) Office Hours #1

#### Introduction to Business Case & Concept Development

March 21, 2023

6:00 p.m. – 7:00 p.m.

## I. Attendees

### Present Members

Angela E. Herring	David Ying	Gracyna Mohabir
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### Staff

Chester Fung, Planning & Engineering, Link21 Team	Gabi Brazzil, Planning & Engineering Equity Lead, Link21 Team	Sarah McMinimy, Business Case, Link21 Team
Tim Lohrentz, BART Office of Civil Rights	Frank Ponciano, Facilitator, Link21 Team	

## II. Questions

### A. David Ying: Have you thought about how the regional rail alternatives will be operated? There are some natural candidates like Capitol Corridor, High-Speed Rail, etc., but is there a possibility that BART can operate that rail in a regional rail capacity?

Chester Fung, Planning & Engineering, Link21 Team: Link21 is currently “operator agnostic”. Any agency could run the rail, including a joint powers authority. Rail in the Bay Area is currently set up with certain agencies owning certain technologies, but it does not necessarily have to be that way.

David Ying: Could EAC members see operations plans?

Chester Fung, Planning & Engineering, Link21 Team: Yes, but there are versions with varying levels of detail. We will determine which is best to share.

David Ying: It'd be great to get as much detail as possible!

**B. Gracyna Mohabir: How is equity being integrated into each concept? Could EAC members receive more information on specific equity metrics for each concept?**

Sarah McMinimy, Business Case, Link21 Team: When we come back in April, we're going to show you an example of what some of these numbers look like, then how we turn those things into insights to show you all how we're building narratives on what these insights mean and get your input on our process. We haven't shared those direct data points yet, but we will in April. In June or July, we'll bring you a full range of results of these metrics.

We have a wide range of metrics. We can measure many of these metrics on the level of specific geographies. We also have some equity metrics that we don't have at that granular level, but we include them and measure them anyway because of what we heard was important to communities during co-creation.

Tim Lohrentz, BART Office of Civil Rights: About 32% of the Megaregion's residents live in priority populations. We look for that metric as we work. If we create a new line, will 32% of riders be from our priority population? 40%, which is in line with Justice40? 50%? These are things we think about.

**C. Angela E. Herring: Woodland is a small hidden gem with a lot to do, but you need a vehicle to get into and out of Woodland to Sacramento, Davis, etc. There are train tracks in Woodland that used to come from Oakland that I don't believe are operated by Union Pacific. It used to be called the Sacramento Railroad. Is there any way these tracks can be utilized? Can Link21 create access to places like Woodland?**

Chester Fung, Planning & Engineering, Link21 Team: We always appreciate additional rail ideas. I'll say that while we're open to that and looking across the Megaregion, our current focus is really on the transbay crossing. We think maximum benefit will be there, so we are not looking as hard around the Megaregion. Those tracks may be owned by freight operators; I think the approach to use those is great and has been done in the past. CCJPA uses this approach.

Frank Ponciano, Facilitator, Link21 Team: Why do we include the entire Megaregion for this transbay crossing? How would the Megaregion benefit?

Chester Fung, Planning & Engineering, Link21 Team: We're looking at it in terms of new connections. For regional rail, if we put in a new crossing with regional rail technology, we're enabling people to get to San Francisco from different parts of the Megaregion. We see that as an increase in access. The new crossing would make it so you can get across the bay without having to transfer, or it would make transferring more convenient.

Tim Lohrentz, BART Office of Civil Rights: Many megaregional trips (from Sacramento to San Francisco, Stockton to San Francisco, etc.) are non-work trips for leisure or special occasions. An additional transbay crossing connects people on these types of trips. It also connects Sacramento to California High-Speed Rail.

Angela E. Herring: I would advocate for service to go a little more south than San Jose — Gilroy, maybe. Woodland has casinos, artists who come to perform, and a lot else to do that highlights its potential. San Francisco is not the only destination place.

Gabi Brazzil, Planning & Engineering Equity Lead, Link21 Team: Angela, what you're describing about Woodland is future-ready. Cities like that can grow over time to emerge as larger markets for regional transportation development. For example, we may see patterns of where people move or are displaced to from urban hubs in the Bay Area. If this project were taking place several years from now, cities like Woodland could be the next market. As an industry, we will eventually evolve to that place — 30 years ago, a public investment for High-Speed Rail to places like Bakersfield could've been unbelievable. And today, it is a viable part of the plan. We're working with what we can safely project now. What we know now to be the start of displacement patterns will become part of a new normal in the future.

**III. Next Office Hours Date: March 28, 2023**